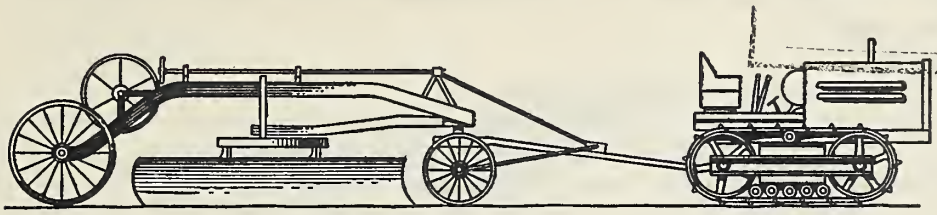
CONSTRUCTION



HINTS

UNITED STATES DEPARTMENT OF AGRICULTURE, FOREST SERVICE
WASHINGTON, D.C.

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COVERED WAGON

The desirability of protecting delicate equipment and personal effects from the weather when one travels in a pickup is apparent to all, but the necessity for such cover is perhaps most keenly felt by the Erosion-Streamflow staff, whose "fire season" begins with the first winter rain. A 1938 model "covered wagon" is offered by the California Station, that has already proven its worth through three winters.

It is required that the cover be waterproof, and that

1. It close the truck bed effectively,
2. There be no puddling on its surface, as occurs when a canvas is lashed flat,
3. The load be readily accessible from sides and back of truck,
4. It and its supporting framework be easily removable by one man, making the truck instantly useful for hauling bulky loads,
5. Rear visibility from the driver's seat remain unhampered,
6. Construction represent the minimum investment in materials and labor, and

(Over)

7. The finished ensemble be neat in appearance.

Two specially cut and fitted wooden bulkheads and a ridge pole support the canvas. The bulkheads are bolted to short uprights inserted into the stirrup sockets, and raise the ridge pole just to the cab window.

The canvas is an ordinary heavy 7 x 9 ft. pack sheet, drawn from stock and painted green. Half-inch grommets at one-foot intervals along the edges hold the tie-rope and allow reducing the canvas width as necessary by folding under the edges before grommetting, no sewing being required. Any extra length of canvas slides down between the cab and truck bed, so that cutting is avoided.

Three hooks are needed on each side of the box, best mounted on the diagonal lip, and two on the tail gate, for anchoring the tie-rope.

Quarter-inch, three-strand manila is chosen for the tie-rope, since it can be spliced for neatest appearance. Four ordinary screen-door springs are spliced into the rope, two at the tail gate and one at each front corner, in order to secure uniform tightness without adjustment in wet and dry weather.

In the illustration, an 18 x 18 x 40 inch duffle box is mounted most accessibly in a 1933 Dodge.

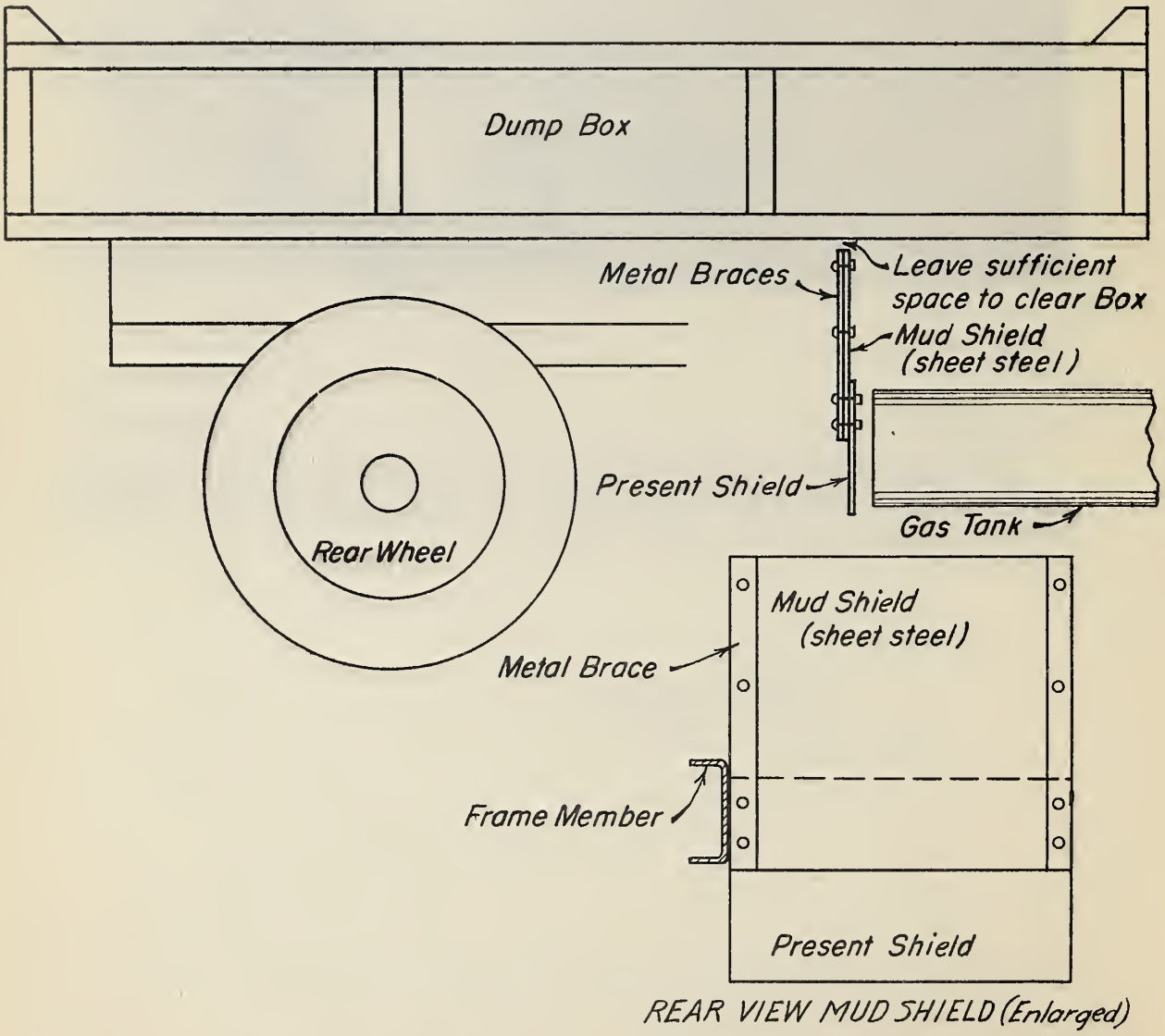
Open market cost of the lumber, grommets, rope, and springs was under $3.00, with the canvas cover extra. This, plus an afternoon's labor cutting and fitting, seems little enough to insure dry camera films and bedroll.

CLARK H. GLEASON
Assistant Forester, R-5.

CHF-1347

Spread over a simple framework, an ordinary pack sheet keeps this load dry, yet allows quick access from sides or back. The driver's view to rear is unobstructed.

When the 1936 Dodge Dumps were sent to the field there was no provision made to keep the mud and water from collecting on the top of the gas tank. It made no difference how careful we tried to be, some dirt and water would get into the gas. In the spring and fall of the year, when it thaws during the day and freezes during the night, we have found some of the sediment bulbs frozen solid. Because of this trouble, we have put this shield at the rear of the tank, in front of the rear wheels, thus eliminating frozen and dirty gas lines.



SHIELD TO PREVENT COLLECTION OF MUD ON GAS TANK FROM REAR WHEEL ON 1936 DODGE DUMP TRUCK

An Indestructable Key Tag

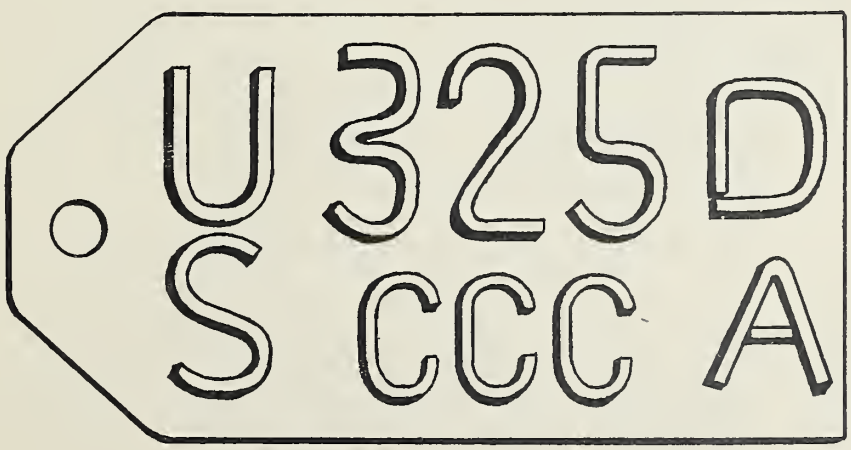
A method of making an indestructable key tag for keys to trucks and other equipment has been developed by Mr. Leslie C. Madison, Mechanic in camp P-73, Virginia. The tags can be made of sheet iron and copper wire and require only scrap materials so that no additional purchases will be necessary.

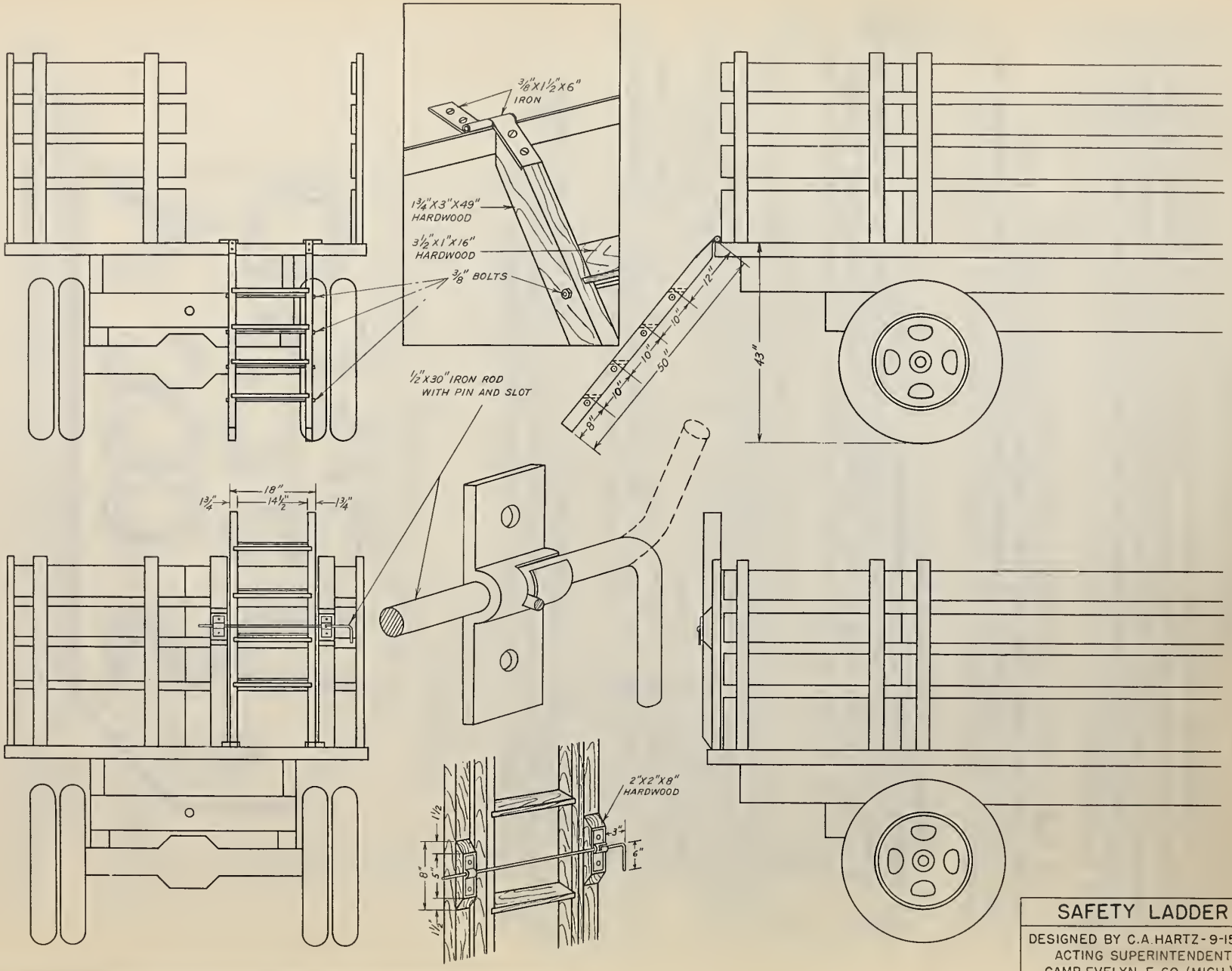
The directions for making these tags are as follows:
The tags can be made from any scrap metal on which solder will hold. The letters and figures are fashioned from scraps of copper insulated wire. Any sized letter or figure can be made by using different sized wire.

Method of Assembling Tag:

1 - Make tag to desired size and shape.
2 - Remove insulation and clean the copper wire, cutting it to proper lengths.
3 - Form letters and figures with round nose pliers, having the finished letter or figure so that it will lay flat on the level surface of the tag.
4 - Put a thin even coat of acid solder on one side of tag.
5 - Arrange letters or figures on the soldered side.
6 - With tag lying on a level surface and all letters or figures in desired order apply blow torch directly on the solder until it melts and runs to letters or figures.
7 - Allow to cool, dip in green paint and hang up to dry. When dry take file and dress off the tops of the letters or figures so that they will come out in a copper color against green background.

The lettering to use on these tags is the following, the number given being only for illustrative purposes and, of course, will be the CCC serial number of the piece of equipment which the keys fit.





SAFETY LADDER

DESIGNED BY C.A.HARTZ - 9-15-37
ACTING SUPERINTENDENT
CAMP EVELYN F-60 (MICH.)